

ALERT! November 2009

ALERT is a monthly update on transportation and air quality planning activities in the Delaware Valley.



Conformity

US EPA Finalizes 24-Hour PM_{2.5} Non-attainment Area Designations

After months reviewing the PM_{2.5} non-attainment area designations proposed by the Environmental Protection Agency (EPA) under the Bush Administration and considering newly available monitoring data, the EPA finalized the non-attainment area designations for the 24-Hour PM_{2.5} standard in October 2009.

The nine counties in the DVRPC region were designated as not meeting the 2006 24-Hour PM_{2.5} standard, with Mercer County being placed in the New York-Northern New Jersey-Connecticut non-attainment area and the other eight counties being placed in the Philadelphia-Wilmington non-attainment area. The areas are geographically identical to the Annual PM_{2.5} non-attainment areas.

Under the rules of the Clean Air Act, DVRPC will have one year to demonstrate transportation conformity of the Pennsylvania and New Jersey TIPS and the *Connections* long-range plan for the new standard. As with the Annual PM_{2.5} standard, Mercer County will utilize an established air quality State Implementation Plan (SIP) emissions budget to demonstrate conformity. The rest of the region will utilize a baseline emissions test, most likely using emissions from the year 2008 as the baseline, to demonstrate transportation conformity due to the lack of SIP budgets for the Philadelphia-Wilmington non-attainment area.

The region is required to meet the new standard by 2014. The region was required to demonstrate attainment for the 1997 Annual PM_{2.5} standard by 2010 and it appears as if the region will be able to demonstrate achieving that goal.

For more information on the 2006 24-Hour PM_{2.5} standard non-attainment area designations please visit: www.epa.gov/pmdesignations.



**Monday,
November 9th, 2009
Philadelphia Diesel
Difference
Working Group
10:00 am**

DVRPC Conference Center
8th Floor
6th and Race Streets
Philadelphia, PA

**Wednesday,
November 11th, 2009
*The Compelling Case for
Natural Gas Vehicles*
Plymouth Country Club
Plymouth Meeting, PA**

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TRANSPORTATION and AIR QUALITY

US EPA Announces Plans to Propose Greenhouse Gas Emissions Standards for Light Duty Vehicles

Earlier this year, President Obama announced a national policy that will reduce greenhouse gas (GHG) emissions and improve fuel economy for all new cars and trucks sold in the United States beginning with model year 2012. The goals of the policy are to address global climate change and reduce oil consumption.

The US Environmental Protection Agency (EPA) will coordinate with the Department of Transportation to develop standards for passenger cars, light duty trucks and medium duty passenger vehicles. The EPA estimates that these vehicles emit almost sixty percent of the transportation related GHGs.

According to the EPA's preliminary analysis, the standards under consideration would reduce GHGs by 900 million tons and save 1.8 billion barrels of oil over the life of the program. The improvements to fuel efficiency and emissions reductions are expected to raise the cost of the average vehicle by \$1,300 in 2016 when compared to the price of today's vehicles.

The EPA is formulating this new GHG standard under the authority of the Clean Air Act. In 2007, the US Supreme Court ruled, in *Massachusetts v. EPA*, that the EPA does have the authority to regulate GHGs under the Clean Air Act but the EPA, under the Bush Administration, did not pursue the issue. This proposed rule will nationalize GHG standards on light duty vehicles, proposed by California and thirteen other states, including Pennsylvania and New Jersey, in 2005. California's proposal had been held up by EPA's denial of a Clean Air Act waiver request which was finally approved in June 2009.

For more information on the proposed greenhouse gas emissions standard for light duty vehicles please visit: www.epa.gov/otaq/climate/regulations.htm.

PA DEP Announces Federal Recovery Funds Helping to Reduce Diesel Emissions and Improve Air Quality

On October 16, 2009, PA Department of Environmental Protection (DEP) Secretary John Hanger announced the award of two American Recovery and Reinvestment Act grants, totaling over \$700,000, aimed at reducing diesel emissions in the DVRPC region of southeastern Pennsylvania.

One of the two grants was awarded to CMD Services to retrofit 47 school buses serving the Pottstown and Pottsgrove School Districts with cleaner burning diesel technology. The second grant was awarded to Philadelphia Air Management Services to replace 38 diesel powered baggage tractors at Philadelphia International Airport with zero emissions electric tractors.

ALERT! is a DVRPC publication.



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